

CENTRAL INTELLIGENCE AGENCY

REPORT NO.

25X1

# INFORMATION REPORT

CD NO.

COUNTRY USSR (Moscow Oblast)

DATE DISTR. 12 Dec. 1950

SUBJECT      Plants No. 456 and No. 293 at Moscow-Khimki  
                 Airfield

NO. OF PAGES 2

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1. In early 1947 V-1 and V-2 missiles arrived at Plant No 456 from Germany. (1)
2. The plant produced engines for V-2 missiles and tested them at the test stand in the northeastern plant section. From 1948 to September 1949 an average of two to four tests, lasting one or two minutes, were made every day. Ninety-eight percent alcohol and liquid oxygen were used as fuel.
3. The following German engineers worked at the plant: Dr. Putze (fnu) was head of the German group composed of engineer Baum (fnu), engineer Haas (fnu), engineer Schwarze (fnu), who was in charge of the test stand, engineer Schakowski (fnu), foreman Pilz (fnu), two more foremen, and other personnel. (2) The group had about 30 members. The engineers got a monthly salary of 2,000 rubles and the foremen got about 1,200 rubles per month.
4. Twin-engine aircraft took off with the assistance of one or two rockets after rolling 100 to 150 meters. At an altitude of about 300 meters the whizzing noise of the rockets stopped. The rockets were in operation for about 30 seconds, sometimes for 10 seconds. The flames behind the rockets were red and the smoke trails white, concentrated and similar to white smoke rather than vapor. (3)
5. Four-engine aircraft with parasite craft lying on the ground under a wing were seen at the airfield. Flights with such aircraft were never seen. Source [redacted] the parasite, which was painted silver gray. [redacted] observed the parasite occasionally being released over the airfield. (4)
6. The take-off of a twin-engine aircraft carrying an auxiliary power plant was observed once at the airfield. The auxiliary power plant was about 2 meters long and 25 to 30 centimeters in diameter. [redacted] a steep 25X1 dive of the craft and a light grey smoke trail coming from the auxiliary power plant, the noise of which stopped after a period of 15 seconds and started again for another 15 seconds. (5)
7. Five or six test runs were observed every day at the launching tower. Each test lasted a little more than a minute. (6) No details were available on the flame and smoke trail colors.

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Approved For Release 2003/08/11 : CIA-RDP82-00457R006400120011-0

Auth: RA 76-2  
Date: 5 - JUL 1978

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8. The German engineers Baumann (fnu) and Baum (fnu) were seen at the plant.
9. Test runs of power plants at the launching tower in the northeastern area of the field started in the summer of 1948. (6)
10. A twin-engine aircraft with oblong containers or racks under the wings between power plants and fuselage was observed at the field. Red sheet-metal tubes, 1.2 to 1.5 meters long and about 20 centimeters in diameter, were pushed into each container. They arrived by truck from the launching tower, where they were filled. One tube could easily be carried by two men. (3) After the take-off the red tubes were parachuted from the aircraft. Up to four or five such experimental take-offs were observed daily. Only the pilot was in the aircraft. The tests were observed by several officers and civilians from the take-off point. The color of the flame and smoke trail and the duration were not recalled.

11. [REDACTED] that presumably alcohol and oxygen were used as fuel, as these chemicals were used at the launching tower.

## [REDACTED] Comments.

- (1) The arrival of V-weapon parts during the reported time was also mentioned in previous reports. [REDACTED]
- (2) The German engineers were previously reported. [REDACTED] 25X1  
It is believed that the name of engineer Schakowski is incorrect and should read Winscowski as the name Schakowski was never mentioned in previous reports but the name Winscowski was given.
- (3) Although data on the period of operation of the jato units are rough estimates, they indicate that two differently sized units were tested. The red flame and the concentrated white smoke-trail do not indicate a Salbei (nitric acid) fueled power plant. If data in paragraph 11 are correct, it appears that this jato is a new Soviet development rather than a Soviet reconstruction of the German Walter unit. It is possible that the unit was developed by German engineers. [REDACTED] 25X1  
It is thought that some assumptions of [REDACTED] are reported as facts. As oxygen filled containers are transported with special precautions, such as asbestos gloves, etc, it is assumed that the units were fueled with alcohol if they really were filled at the launching tower. It is doubted that only the red sheet-metal tubes and not the whole sets were parachuted.
- (4) The existence of a parasite aircraft without any power plant is doubted. Even if a glider bomb similar to the Henschel type is concerned, a driver or thrust mechanism is required to facilitate remote control. For drawing of four-engine aircraft see sketches 1 - 7 on Annex. For parasite aircraft see sketch 8 of Annex.
- (5) The set was previously reported as "Tubus". [REDACTED] The description of the noise indicates the possibility of a pulsating unit. For drawing of auxiliary power plant see sketch 9 of annex. 25X1
- (6) Confirms that after mid-1948 about four rocket power plants for V-2 missiles were tested daily.

1. Annex: Aircraft observed at the Moscow Khimki Airfield.

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